2020 – 2021 Winter Weather Season Kick-Off Meeting

November 4, 2020
Winter Weather Season Kick-Off
2020 - 2021 Season

Welcome / Introductions
NWS Winter Forecast / historical data
DFW Snow/Ice Control Plan
Priority One and Priority Two Pavements
Snow/Ice Control Procedures
Emergency Operations Center Activation
Aircraft Deicing Operations
American Airlines Comments
Air Traffic Control Comments
Open Forum – Tenant Comments and Questions
D/FW Airport Winter Weather Meeting 2020

Lamont Bain
National Weather Service Fort Worth/Dallas
11/04/2020
### Spring/Summer 2020 Weather Review

<table>
<thead>
<tr>
<th>Season</th>
<th>Observed Average Temperature</th>
<th>Observed Average High Temperature</th>
<th>Observed Average Low Temperature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winter 2019-2020</td>
<td>50.0</td>
<td>60.3</td>
<td>39.7</td>
</tr>
<tr>
<td>Spring 2020</td>
<td>67.3</td>
<td>77.5</td>
<td>57.0</td>
</tr>
<tr>
<td>Summer 2020</td>
<td>84.5</td>
<td>94.4</td>
<td>74.7</td>
</tr>
</tbody>
</table>

**Total of 9, 100 degree day’s at D/FW Airport during Summer of 2020—-a little below the average of 18.**

<table>
<thead>
<tr>
<th>Season</th>
<th>Observed Precipitation (inches)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winter 2019-2020</td>
<td>10.05</td>
</tr>
<tr>
<td>Spring 2020</td>
<td>16.19</td>
</tr>
<tr>
<td>Summer 2020</td>
<td>8.94</td>
</tr>
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</table>
**Fall/Winter Weather Climatology (Temperature/Precipitation)**

<table>
<thead>
<tr>
<th>Month</th>
<th>Normal High Temperature</th>
<th>Normal Low Temperature</th>
<th>Average Precipitation (in)</th>
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<tbody>
<tr>
<td>November</td>
<td>66.9</td>
<td>56.6</td>
<td>2.71</td>
</tr>
<tr>
<td>December</td>
<td>57.1</td>
<td>37.1</td>
<td>2.55</td>
</tr>
<tr>
<td>January</td>
<td>56.4</td>
<td>35.5</td>
<td>2.13</td>
</tr>
<tr>
<td>February</td>
<td>60.4</td>
<td>39.4</td>
<td>2.66</td>
</tr>
</tbody>
</table>

Generally temperate across North Texas…but there can be warm stretches with cold snaps!

**Fall/Winter Freeze Information for D/FW**

<table>
<thead>
<tr>
<th>Month</th>
<th>Average Number of Freezes</th>
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</thead>
<tbody>
<tr>
<td>November</td>
<td>2.3</td>
</tr>
<tr>
<td>December</td>
<td>9.7</td>
</tr>
<tr>
<td>January</td>
<td>12.1</td>
</tr>
<tr>
<td>February</td>
<td>6.8</td>
</tr>
</tbody>
</table>
Occurrence of IFR callings is highest during the winter months/cool season.

- Peak in January/February
- LIFR/VLIFR calling days probably coincide with lifting fog bank
- Diminished AAR and can be compounded during busy holiday travel season!

10 Year IFR Occurrences at D/FW Airport
A negative phase of El Nino Southern Oscillation (ENSO) is forecast through Winter 2020-2021 (La Nina)

Stronger than normal High Pressure across the Gulf of Alaska.

Jet stream takes weather systems across Pacific Northwest and into the Ohio River Valley.

Southern Portions of the U.S. typically stay drier and warmer than normal.
What does a La Nina mean for North Texas???

**Greatest average temperatures (high and low) during La Nina**

**Fewest number of freezes and lowest average snowfall totals during La Nina**

**Total precipitation (rain, snow, sleet, freezing rain) near the top.**

Winter 2000-2020 Comparisons (Averages): DFW

- **Mean T:**
  - El Niño: 48.6
  - La Niña: 59.6
  - Neutral: 37.7
  - 1981-2010: 32

- **Max T:**
  - El Niño: 59.6

- **Min T:**
  - El Niño: 37.7

- **Precip:**
  - El Niño: 6.92"

- **Snowfall:**
  - El Niño: 2.1"

- **Freezes:**
  - El Niño: 32
Winter 2020-2021 Temperature & Precipitation Outlook

December through February Temperature & Precipitation Outlook

60-70% chance that “average” temperatures will be greater than normal

60-70% chance that “average” precipitation (rain/snow) will be lower than normal
Know Your Precipitation Types!

- **Rain** - Lowest impact, but could still see issues due to potential de-icing.

- **Freezing Rain** - Worst precipitation type. Can become difficult to almost IMPOSSIBLE to remove if 1) heavy 2) if blanketed with snow and/or sleet combination.

- **Sleet** - Can become difficult to remove if compacts. Increased de-icing times. Reduced AAR due to poorer visibility/ceilings. If heavy enough, can quickly shut down runways.

- **Snow** - Relatively easy to remove if not compacted. Reduced visibility/ceilings can hurt AAR, however. If heavy enough, can shut down runways.
North Texas Fall/Winter Climatology --- Weather Patterns (Type I)

- Cold air filters southward behind a strong front.
- Upper Low across Baja California.
- Ample mid/upper level moisture streams in from the Pacific Southwest.
- Long event/significant winter weather events over North Texas with “wet” snow or freezing rain/sleet depending on depth of cold air.
- Forecast Uncertainty: Depth and magnitude of Cold Air!
North Texas Fall/Winter Climatology --- Weather Patterns (Type II)

- Cool but not cold at the surface (sometimes in the 40s). Very cold aloft!
- A powerful upper level low (sometimes very compact) moves quickly to the east into North Texas.
- Typically a 3-4 hour window of very wet heavy snow. Even if surface temps are above "freezing" accumulation CAN still occur due to large snow rates (2”/hr). Sometimes sleet can occur if warm nose aloft exists.
- Forecast Uncertainty: Track of the upper level low center!
Cold air filters southward behind a strong front.
- Upper low dives southward and provides lift.
- Moisture streams over top of colder surface air.
- Lift can result in the development of small localized (size of a half a dozen counties), but intense wet snow.
- Forecast Uncertainty: Track/strength of the upper level low and location of snow bands.
## North Texas Winter Weather Products

<table>
<thead>
<tr>
<th>Product</th>
<th>Criteria</th>
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</thead>
<tbody>
<tr>
<td>Winter Storm Watch</td>
<td>50% Probability that Warning Criteria will be met</td>
</tr>
<tr>
<td>Winter Weather Advisory</td>
<td>Sleet Accum. &lt; 1/2 in. and/or Snow Accum. &lt; 4 in. and/or Ice Accum. &lt; 1/4 in Blowing/Drifting snow with ¼ mile visibility &amp; winds &lt; 35 mph</td>
</tr>
<tr>
<td>Winter Storm Warning</td>
<td>Snow Accumulation ≥ 4 in. and/or Freezing Rain Accumulation ≥ 1/4 in. and/or Sleet Accumulation ≥ 1/2 in.</td>
</tr>
<tr>
<td>Ice Storm Warning</td>
<td>Freezing Rain Accumulation ≥ 1/4 in. <em>(Ice Exclusively)</em></td>
</tr>
<tr>
<td>Blizzard Warning</td>
<td>Sustained Winds or Frequent Gusts &gt; 35 MPH accompanied by falling and/or blowing snow with visibility of &lt; 1/4 mile</td>
</tr>
<tr>
<td>NWS UPDATE EMAIL</td>
<td>Issued whenever there is the potential for hazardous weather. This will usually be issued BEFORE any Watches, Warnings or Advisories</td>
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</table>

**Airport Weather Warnings (AWWs) are issued:**

- Onset of ANY winter precipitation
- Winter Weather Advisory or Winter Weather Warning for Dallas/Tarrant
- Thunderstorms (Lightning, Wind and/or Hail)
- Tornadoes (YES, these occur in the winter too!)
- Non-Thunderstorm Winds ≥ 40 MPH (35 knots)
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817-429-2631
weather.gov/fwd

Email: Tom.Bradshaw@noaa.gov
Email: Lamont.Bain@noaa.gov

@NWSFortWorth
weather.gov/FortWorth
Winter Weather Season Kick-Off Meeting

Historical Perspective - Weather

Typical Precipitation
• Events start with rain
• Transitions to freezing rain/sleet
• Transition to all snow is typically brief

North Flow Operations
• Wind generally from the North or Northwest
• Wind speed of 25 to 35 mph, gusts to 45 mph, are typical with frontal passage

Frequency of Events
• None to 6 times a year

Duration of Event(s)
• Few hours to 1 week
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Responsibilities

Airlines and contractors
- Aircraft deicing operations

DFW Airport Board
- In-house crews: All airside runways and taxiways
- Contractor for central terminal ramp clearing operations

Tenants/Service Providers
- Snow and ice control in leased properties
- Terminal Contractors
  - Terminal and other building sidewalks and entrance
Winter Weather Season Kick-Off Meeting

Planning

Planning for weather events – close monitoring of forecasts
• National Weather Service is primary forecaster for DFW
• Airfield Operations/ETAM teams prepare for 12 hour shifts
• Emergency Operations Center (EOC) activation
  • Type of event will determine level of activation

Preparations for possible airfield pre-treatment operations
• Application of E36 (potassium acetate) to key runways/taxiways

During the event - field reports, pavement temperature, weather conditions, aircraft operations – creates an extremely dynamic environment
Winter Weather Season Kick-Off Meeting
Planning

Primary focus to sustain east side runways and associated taxiways as Priority 1 pavement
• Several options available

Airfield pavement clearing priorities can be shifted, if needed, to prioritize the optimal pavement necessary to maintain operations. E.g., east complex priority, or runways 31R and 31L for arrivals and departures due to “west flow” conditions
• Maintain associated taxiways with these runways

Maintain taxi routes to central terminal area, aircraft deice pads, cargo ramps, hangar ramps
• Maintenance of ARFF Roads a regulatory requirement
Winter Weather Season Kick-Off Meeting
Snow and Ice Control Plan – Inspections/Condition Reporting

- Continuous inspections of the airfield are required to monitor and report on pavement conditions and to coordinate for clearing actions
- Runway/taxiway inspections are coordinated and conducted to minimize impact to operations
  - When frozen precipitation begins to accumulate – NOTAMs are issued describing that condition
    - Runways are typically **closed** when accumulation of more than 1/2” of wet slush or snow is observed – clearing action to be initiated
    - Runways are typically **closed** when accumulation of more than 2” of dry snow is observed – clearing action to be initiated
    - Runways are **closed** if NIL braking action report is received
    - NOTAMs/Field Condition Reports are continuously updated and disseminated throughout the weather event
Winter Weather Season Kick-Off Meeting
Snow and Ice Control Plan – Inspections/Condition Reporting

- Airfield status, field condition reports, RCAM data, and NOTAMs reported back to the EOC
- NOTAMs / Field Condition Reports (FICONs) are continuously updated and disseminated throughout the weather event
- Information processing and management is key to the airport’s overall strategy of not only managing the event but planning next steps to restore full airport capabilities as soon as possible
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Snow and Ice Control Plan - Priority Pavements

• As required by FAA Advisory Circular 150/5200-30D, “Airport Field Condition Assessments and Winter Operations Safety,” DFW has established priority areas based on airport safety requirements and annual aircraft operations volume

• Priority area size and scope will take into account airport resource capabilities and aircraft operational needs

• “Areas appropriate for this category are those that directly contribute to safety and the re-establishment of aircraft operations at a minimum acceptable level of service. Priority one pavements will generally consist of the primary runway(s) with taxiway turnoffs and associated taxiways leading to the terminal, portions of the terminal ramp, portions of the cargo ramp, airport rescue and fire fighting (ARFF) station ramps and access roads, mutual aid access points (including gates), emergency service roads, access to essential NAVAID, and centralized deicing facilities.”
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Snow and Ice Control Plan - Priority One Pavements

For airports with 40,000 or more annual aircraft operations, the FAA time standard for clearance of priority one pavements is 30 minutes.
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Snow and Ice Control Plan - Priority One Pavements

Priority One Airfield Clearing - North Flow
Runway 18L/36R and Associated Taxiways

ARFF Station 2 - Mutual Aid Response Point

ARFF Station 4 - Mutual Aid Response Point

ARFF Route

- Aircraft Deice Site
- Priority One runway/taxiway to be cleared of contaminant
- Priority One taxi lanes to be cleared of contaminant

CAT II / III runway not available
No access route to/from EAF ramp (FedEx)
No access route to/from AA Hangar 5
Winter Weather Season Kick-Off Meeting
Snow and Ice Control Plan - Priority One Pavements

Priority One Airfield Clearing - South Flow
Runway 18L/36R and Associated Taxiways

ARFF Route

- Aircraft Deice Site
- Priority One runway-taxiway areas to be cleared of contaminant
- Priority One taxi lanes to be cleared of contaminant
- CAT II/III runway not available
- No access route to/from EAF ramp (FedEx)
- No access route to/from AA Hangar 5
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Snow and Ice Control Plan - Priority Two Pavements

• “Areas appropriate for Priority Two are those not essential to re-establishing a minimum acceptable level of service for aircraft operations. Items in this category normally include crosswind/secondary runways and their supportive taxiways, terminal and cargo apron areas not cleared under Priority One, commercial ramp areas, overnight parking, access roads to secondary facilities, and airfield facilities not essential to flight operations or not used on a daily basis.”

• Priority Two pavements are to be cleared in addition to the Priority One pavements to be cleared. Determination on which Option to execute will be dependent on several factors and will be a collaborative effort involving DFW Staff, FAA ATC, and key stakeholders.
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Snow and Ice Control Plan – Taxilane Clearing

Airport Board ramps and common use taxilanes are monitored during winter weather events for accumulation of frozen contaminants.

Airport Board, through its designated contractor, is responsible for clearing of terminal gates and taxilanes.

- Airport Board is responsible for the clearing of the common use taxilanes:
  - International Cargo Phase 1 – taxilane WK
  - International Cargo Phase 2, Phase 3 – taxilane C9
  - West Cargo – taxilane Z
  - Corporate Aviation/1E ramp
  - Former General Aviation ramp taxilane
  - East Air Freight Taxilane

Airport Board is not responsible for the clearing of the lease areas within the hangar and cargo ramps.
Winter Weather Season Kick-Off Meeting
Snow and Ice Control Plan – Taxilane Clearing
Snow and Ice Control Plan

Runways/Taxiways Pre-Treatment

Runway/Taxiway Snow and Ice Control Operations
Application of E36 Prior to Winter Storm

- Runways/taxiways to be pre-treated with E36 prior to winter storm:
  - Four runways, and high speed exits, to be pre-treated full length, 150’ wide
  - Taxiways and high speed exits are pre-treated 75’ wide
  - Total surface area to be pre-treated: approximately 23,000,000 square feet
  - Amount of E36 required to pre-treat this area at a rate of 1 gallon per 2,000 square feet for one application: approximately 12,500 gallons.
ETAM Winter Season
Airside Preparations

Area of responsibility of ETAM in-house staff
• All airfield taxiways, runways, ARFF roads and stations, taxi-lanes into cargo areas, FAA service roads,
• No terminal or cargo ramps

Equipment
• 24 Multifunction (Plow/Broom/Blower)
• 12 Brooms
• 9 Deicing Tanker Sprayers
• 8 Blowers
• 3 Sand Spreaders

Personnel
• A and B Teams work 12 hour shifts
• Field personnel and administrative staff operate equipment
ETAM Winter Season

Airside Preparations

Training of responsibility
• Began September
• Day and night practice sessions
ETAM Winter Season
Aero Snow Ramp Clearing Contract

Area of responsibility
• All terminal ramps
• Corporate Aviation
ETAM Winter Season
Aero Snow Ramp Contract

Equipment
• 15 Komatsu with 10 ft
• 8 Skid steer with broom
• 10 Komatsu with 20 ft blades
• 5 4x4 truck with plow
• 3 skid steer with buckets
• 8 trucks with spreader/plows/sprayers
• 3 tanker sprayers plus other equipment
• Access to motor graders for ice
ETAM Winter Season
Landside Preparations

Area of responsibility of in-house staff
• All landside roadways, bridges, parking areas
• No terminal sidewalks, tenant properties

Equipment
• 9 pickup spreader/plows
• 7 2½ ton dump truck spreader/plows
• 4 5-ton dump truck spreader/plow/brooms
• 2 tanker deicing sprayers
• 6 Multihogs

Personnel
• A and B Teams work 12 hour shifts
• Field personnel and administrative staff operate equipment
• No landside contract with AeroSnow this year
ETAM Winter Season
Landside Preparations

Training
- Began September
- Weekly training sessions
- Creative training scenarios
EOC Activation Timeline

**Watch**
EOC Manager begins to monitor the situation **18 hours** prior to expected weather.

**Bronze**
NWS forecast indicates potentially hazardous snow/ice conditions within **4-6 hours**.

**Silver**
NWS forecast indicates potentially hazardous snow/ice conditions within **2 hours**.

**Gold**
Snow/ice conditions exist and will continue in the airport area, including the Metroplex.
### EOC Staffing Levels

<table>
<thead>
<tr>
<th>Airport Support Function (ASF)</th>
<th>Bronze</th>
<th>Silver</th>
<th>Gold</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>EOC Manager (ASF #5)</td>
<td>All Bronze staffing plus:</td>
<td>Bronze &amp; Silver Level Staffing plus:</td>
</tr>
<tr>
<td></td>
<td>- Crisis Communications (ASF #15)</td>
<td>- Transportation (ASF #1)</td>
<td>- Executive Team Leadership and Full 24-Hour Teams</td>
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<tr>
<td></td>
<td>- Customer Care &amp; Services (ASF #6)</td>
<td>- EMS &amp; Fire (ASF #8)</td>
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<tr>
<td></td>
<td>- Air-Ops (ASF #11)</td>
<td>- HazMat &amp; Environmental (ASF #10)</td>
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<tr>
<td></td>
<td>- Infrastructure (ASF #3)</td>
<td>- Law Enforcement &amp; Security (ASF #13)</td>
<td></td>
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<tr>
<td></td>
<td>- Planning Section Chief (ASF #5)</td>
<td>- EOC Support Team (ASF #5)</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>- Resource Management (ASF #7)</td>
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<tr>
<td></td>
<td></td>
<td>- Utilities (ASF #12)</td>
<td></td>
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<td></td>
<td></td>
<td>- ITS (ASF #2)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Safety &amp; Documentation (ASF #4)</td>
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</table>

Our teams identified in Orange are requested to support virtually.
EOC Activation Procedures

The airport will use regular EOC Procedures for Winter Weather advisories and Notifications

EOC Staffing

All ASFs will stage staff on the airport within an hour of the onset of precipitation, with consideration for 24-hour staffing

Operational Periods and Briefings

EOC will staff for 12 hour Operational Periods
EOC will provide Ops Briefs no less than every 4 hours
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Aircraft Deicing Operations

Regulatory Background & Justification

The release of pollutants into designated waters of the United States is regulated by the Federal Water Pollution Control Act of 1972, commonly referred to as the Clean Water Act.

The Texas Commission on Environmental Quality (TCEQ) is the regulatory body responsible for administering the Texas Pollutant Discharge Elimination System (TPDES) program. The goal of the TPDES program is to control the discharge of pollutants into Waters of the US (WOTUS).

The discharge of aircraft deicing fluid is not considered an allowable non-storm water discharge and must be appropriately collected and disposed of.
Winter Weather Season Kick-Off Meeting

Aircraft Deicing Operations

DFW Airport has constructed Source Isolation Deicing Systems (SIDS) to capture Spent Aircraft Deicing Fluids (SADF) and prevent unauthorized discharges (i.e. glycol-contaminated runoff from deicing activities) from entering the airport’s storm sewer system.

DFW Airport operates 9 SIDS for Airlines to use in order to conduct full-blown aircraft deicing, and DFW Airport is capable of storing approximately 21 million gallons of spent glycol fluid and impacted storm water runoff from airport deicing pads.

Design of the collection system limits capacity of fluid collection at a maximum precipitation rate of 0.50”/hour precipitation

Preservation of airport’s total deicing capacity - critical priority each winter season
Winter Weather Season Kick-Off Meeting

Aircraft Deicing Operations

Capacity to preserve readiness for back-to-back storm events
• Collection of deicing fluid for two consecutive storm events; and
• Collection of Industrial Waste for two consecutive storm events

Winter operations procedures and processes are on the airport website and available for download in .pdf format:

www.DFWairport.com/Operations
(resource section)

DFW Airport Snow and Ice Control Plan
DFW Airport Aircraft Deice Operations Plan
American Airlines
DFW Deicing 2020-2021
Last year’s deicing season was busy but the events were relatively minor. We saw our largest deicing operations on Saturday January 11th with a early morning snow shower that began at the start of one of our busiest banks.

28 total days with deicing – a total of 405 aircraft deiced. 10 days with 10 or more aircraft deiced.
2017-2018 season was busiest in terms of aircraft sprayed, but last 2 seasons we have seen more individual days where we deiced. 2019-2020 had the lowest number of total aircraft deiced over last 3 seasons.

Last year first deicing day (1 a/c) was in October and in 2018/2019 we deiced all the way thru March.
<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Email</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jon Savage</td>
<td>Project Manager</td>
<td><a href="mailto:jons@idsilc.aero">jons@idsilc.aero</a></td>
<td>(704) 621-1921</td>
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<tr>
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<td>General Manager</td>
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<tr>
<td>Israel Massa</td>
<td>Maintenance Supervisor</td>
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<td>(214) 601-8538</td>
</tr>
<tr>
<td>Sam Tilley</td>
<td>Regional Director of Operations</td>
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</tr>
<tr>
<td>Mike Grantz</td>
<td>Vice President of Operations</td>
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<td>(734) 748-8729</td>
</tr>
<tr>
<td>Jason Stuebgen</td>
<td>Regional Director of Maintenance</td>
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<tr>
<td>Jonathan Hunt</td>
<td>Vice President of Engineering and Maintenance</td>
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<td>(902) 814-0463</td>
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<tr>
<td>Karen Fortin</td>
<td>Vice President Operational Finance</td>
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<td>(603) 606-4356</td>
</tr>
<tr>
<td>Dan Young</td>
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<td>(603) 315-7587</td>
</tr>
</tbody>
</table>
DFW - Deicing Locations – 25 Narrowbody/29 RJ

- **NE Pad**: 4 regional jet or 2 narrowbody or 1 widebody
- **EK**: 2 narrowbody or 1 widebody
- **SW Pad**: 10 narrowbody or 2 widebody + 8 narrowbody or 5 widebody + 2 narrowbody
- **SE Pad**: 11 narrowbody or 2 widebody + 7 narrowbody
- **WK**: 2 Regional jet
DFW Deicing Pad Locations – NE Deice Pad
IDS planning to staff 2 lines / spots on the SE and SW pad locations for frost deicing. ML and Envoy will utilize these pads for frost deicing. EK will not be utilized for frost deicing. Plan is to only utilize EK and WK in a full blown deicing event.
Winter Weather Season Kick-Off
2020 - 2021 Season

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**Air Traffic Control Comments**

**Open Forum – Tenant Comments and Questions**
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Winter weather documents available at www.dfwairport.com/operations